

KAISER PLACES HINDENBURG IN FULL COMMAND

Dismisses Von Falkenhayn;
Fears Allies, With New
Aid, Will Crush Austria.

ROMANIANS DRIVE FOE BACK AT PASSES

Effect Junction With Rus-
sian Forces; Czar Send-
ing More Troops.

MASSING MEN FOR HUNGARIAN INVASION

Fighting at Brasso, Near
Kronstadt, Followed by
Fresh Skirmishes.

COPENHAGEN, via London, Aug. 29.—

Germany has realized that the entry of Rumania into the war may prove a death blow to Austria and that the Kaiser's armies may soon have to fight to prevent the allied forces from making an onslaught on German soil.

This is the interpretation placed here on the action of Emperor William to-day in dismissing Gen. von Falkenhayn from his post as Chief of Staff of the German army and appointing in his place Field Marshal von Hindenburg, to whom the Emperor always as turned when the future has looked black for the fatherland.

An official announcement of this important change in the leadership of the German forces is contained in a telegram received from Berlin this evening by the Ritzau News Agency. The dispatch adds that Gen. von Ludendorff, who has been von Hindenburg's Chief of Staff, has been named Quartermaster-General.

"Lion of Masurian Lakes."

When the new Russian drive was started in June and the Muscovite forces began seriously to threaten the roads to Berlin, driving the German armies out of the command of von Ludendorff, the Kaiser, the victor of Tannenberg, the conqueror of the Russian armies in the east, was recalled to the front.

As the Kaiser's legions continued their advance through Galicia and began to threaten the states of Hungary, the Emperor was permitted to be given out that a more important step had been taken by the Kaiser. Field Marshal von Hindenburg was sent to the extreme south of the front in the eastern theater with instructions to take command also of the Austrian armies. One of the first acts was to dispose several Austrian generals and to have the Austrian Crown Prince placed in ostensible command on the Russian front.

Angered the Hungarians.

This course of action on the veteran German commander's part was a source of undisguised anger in the dual monarchy, especially in Hungary, where the Emperor was believed here now that the Kaiser's action in giving supreme command to von Hindenburg is preparatory to a new alignment of the Teutonic empire in giving supreme command to the part of Austria.

Count Karolyi, head of the Hungarian government party, has been making vigorous efforts to bring about a separation of the Austrian and Hungarian armies with a view to it is asserted, of enabling Hungary to ask for a separate peace.

ROMANIANS DRIVE AUSTRIANS BACK ON MOUNTAIN FRONTIER

Effect Junction With Russian
Forces—King Off to Take
Command.

LONDON, Aug. 29.—Rumanian troops have forced the Austrians to retire on the mountain frontier between the two nations. This is admitted by the official statement of the Austrian War Office, which states that the Rumanians, at all the passes of the 600-kilometer Rumanian mountain frontier, have been engaged in a series of fighting. Only a few Rumanian troops, however, are reported to have moved forward, and the Rumanian army is reported to be in a position of withdrawal, according to plan, in the event of a Rumanian advance.

From this it is apparent beyond doubt that the Rumanian invasion of Hungary through the mountain passes is being met by a determined and progressive Rumanian army.

Thoroughly prepared, with a plan of campaign carefully mapped out, the Rumanians have effected with remarkable rapidity a junction with the Russian army operating in the Carpathians. The Rumanian army has been reported to have moved forward, and the Rumanian army is reported to be in a position of withdrawal, according to plan, in the event of a Rumanian advance.

U. S. S. MEMPHIS GOES ON ROCKS; 20 LOST IN BOAT

Armored Cruiser Caught in
Hurricane in Santo Do-
mingo Harbor.

TOTAL LOSS, REPORTS
REAR ADMIRAL POND

Twenty Men Coming From
Shore in Motor Boat
Are Drowned.

CASTINE ESCAPES BY
PUTTING OUT TO SEA

Wrecked Warship Former-
ly Tennessee, Which Did
Rescue Work in Levant.

WASHINGTON, Aug. 29.—Rear Admiral Pond at Santo Domingo City called the Navy Department to-night that the armored cruiser Memphis had been swept up on the rocks by a heavy sea in the harbor there to-day and would be a total loss.

Although it was expected all on board the cruiser would be saved the Admiral reported that twenty men returning to the ship from shore leave in a motorboat had been drowned.

The Admiral's dispatch follows:

"Memphis driven ashore by heavy sea, Santo Domingo City, west of lighthouse, at 4:30 P. M. She is lying close under bluff, has lines ashore and is getting crew off. Heavy sea came up suddenly and ship was unable to get up steam in time to save herself. Twenty men of liberty party drowned on way back to ship.

"Castine (gunboat) dragged close in, but did not strike and got out to sea. No other casualties known. Memphis will be total loss. Expect to save every body on board."

Admiral Benson said to-night that the construction of the Memphis is such that she probably would withstand a great amount of punishment. He said that he was puzzled over how the accident occurred, since officers of the ship had been warned early to-day of the approach of a tropical storm.

Formerly the Tennessee.

The United States armored cruiser Memphis was formerly the Tennessee, her name having been changed May 25 last. Recently the Memphis has been doing duty in Santo Domingo waters in connection with the revolution in that country. She is a vessel of 14,500 tons, with twin screws, and has a horse-power of 23,000. Her complement is 590 men. She is the flagship of the cruiser force of the United States Atlantic fleet.

Capt. E. L. Beach commanded the Memphis. Other officers on board included Lieutenant-Commander Yancy S. Williams, Lieut. Thomas Withers, Jr., Lieut. C. A. Jones and Junior Lieut. H. G. Shonover, W. J. Carver, E. L. Shea, J. L. Kerley and H. J. Peirce. Ensigns D. M. Steele, R. T. Rockwell, M. J. Walker, R. T. Darrow, D. H. Dupre and H. M. Meyers, Passed Assistant Surgeon J. D. Mears, Passed Assistant Surgeon J. E. Robertson, Dental Surgeon R. Barber, Surgeon of the hospital, and others were on board.

The Memphis was launched in 1904 at the Cramp Shipbuilding Company's plant in Philadelphia. She had a speed of more than 22 knots an hour and is armed with four 16-inch and sixteen 6-inch guns, besides smaller guns.

Relief Ship in Mediterranean.

In 1905 the cruiser had a boiler explosion on board off Port Hueneme, Cal., in which seven men were killed. At the outbreak of the present European war the cruiser, then the Tennessee, acted as a relief ship for Americans stranded as a result of the war. She carried 15,000 tons of supplies for the purpose, and later acted as a ferry for Americans between Havre, France, and English ports, bringing thousands of them to the war zone.

Later the cruiser sailed for the Mediterranean, where she also was used for relief work, again acting as a ferry for Syrians and Armenians from Turkish ports in Asia to Egypt.

While engaged in this work at Smyrna the forts of that city fired on a launch from the cruiser, which was the cause of considerable diplomatic correspondence between the United States and Turkey. The launch was fired on while it was proceeding from Vourla to Smyrna with Capt. R. C. Decker, the commander of the cruiser, who intended to make of it a relief ship for the Turkish command.

The Turkish commander of the Smyrna port placed the responsibility for the firing upon the launch to the "insultation" of the harbor. The launch, which did not heed the warning of the presence of mines in Smyrna harbor. The commander at Smyrna expressed regret at the necessity of firing upon the launch, and the incident was closed.

Seek Town to Test Cure.

Tuberculosis Prevention Society
Has \$150,000 to Spend.

BOSTON, Aug. 29.—Dr. J. S. Armstrong, New York, representing the National Association for the Study of Prevention of Tuberculosis, came to Massachusetts to-day to spend a few days in stamping out tuberculosis. Various communities in Massachusetts and New York State will be visited before the place is selected.

Discussing his quest Dr. Armstrong said: "We want a town that has some industries, because tuberculosis is a poor man's disease. We don't want a town of commuters, as we could not keep track of them, and yet the town must not be too far removed from the large industrial centers."

Operate on Richard Croker.

Diseased Condition of Bones of
Face Calls Surgery.

DUBLIN, Aug. 29.—Richard Croker, former Tammany chief, whose impending return to New York on account of the condition of his eyes was recently reported, was operated on here to-day for a diseased condition of one of the bones of the face.

The operation is said to have been successful, and the patient is doing well.

WILSON R. R. PLAN ROADS TO HOLD UP FREIGHT POLICE TO CONTROL N. Y. FUEL AND FOOD

Dealers Who Raise Prices
Will Be Punished, Says
Commissioner.

TEN DAYS' RATIONS
ARE IN STORAGE HERE

Dairies Within 400 Miles
Pledged to Ship by Boats
and Motors.

5,600,000 POPULACE
MUST STILL BE FED

Roads and Men Are Expect-
ed to Yield a Point to
Prevent Famine.

If the railroad strike is called—next Monday has been set as the day—New York will pass into a condition approximating martial law. Under plans made yesterday the Police Department will exercise almost entire control of the food and fuel supply, shipments, the fixing of prices and the punishment of those who strive to lift prices to heights unwarranted even by the stringency that will follow the stoppage of railroad traffic.

A preliminary survey made by Police Commissioner Arthur Woods showed yesterday that New York's 5,600,000 inhabitants are within reach at the present time of only ten days' rations. Commissioner Woods, who will assume practically a dictatorship, put his entire force to work yesterday to devise ways and means to save this host from famine.

The Commissioner expects the roads and the breadstuffs will yield a point on the grounds of humanity so that railroads of food may reach New York to satisfy its vast appetite. Unless the roads yield, the railroads and the trains and the roads will be less the trainmen and the roadmen, millions will have to acquire the vegetarian habit or else satisfy their meat craving with cold storage stuff.

No Milk Shortage Threatens.

This fact is certain: There will be no milk shortage. The tables will be fully supplied if the Police Department can take the dairy within 400 miles of New York are able to carry out the scheme evolved yesterday. Within this radius there are 400,000 cows and 100,000 milking machines. It is estimated that they will be able to supply the city with milk for ten days. It will not be necessary to gain any concessions from the railroads or the strikers for this supply.

Commissioner Woods has promised the dairymen to take their product into town on motor trucks and loads. At the same time he has promised to keep the roads open for the milk trucks, which will be the only vehicles allowed to travel on the roads. It is estimated that they will be able to supply the city with milk for ten days. It will not be necessary to gain any concessions from the railroads or the strikers for this supply.

Problem is Half Solved.

Twice before the Police Department strained itself for an emergency of this kind. The first was at the outbreak of the war, when the police working for the benefit of Mayor Mitchell's food committee, made wholesale inquiry into the markets in and near New York and the means of tapping them. The second was the second day of the strike, when the city and the railroad strike seemed destined to come simultaneously. Now with all this information in hand the problem has been half solved.

For its further solution Commissioner Woods sent out letters yesterday to wholesale dealers and food stores, asking them to keep food and fuel commodities in the city.

"In view of the possibility of a general railroad strike it is of the greatest importance that we should be able to come to an accurate estimate as possible of the amount of these commodities which are in the city. It is necessary to bring into New York weekly in order adequately to feed the people of the city."

"Will you be good enough to let me know tomorrow if possible:

"First, how many carloads of your company needs to supply its regular trade in New York?"

"Second—How many—how many are brought into New York by rail weekly?"

"Third—How many—weekly in carloads would be required in your company to supply the people of the city properly?"

Queries Also to 14 Railroads.

He addressed letters to the fourteen railroads that bring freight into New York to get the statistics on supplies. All the material is expected to be in hand to-day. After it has been collated the Commissioner expects to reduce New York's need to a minimum of carloads. Then he intends to go to the road managers and the Brotherhood officials, both of which organizations will establish strike headquarters here, to plead with them to let this number of cars pass in operation daily.

The reason New York is in such straits that the meat and flour supplies are but little over a week's need is that the city has depended altogether upon the railroads for its daily food. Storage railcars in town are so exorbitant that dealers have found it more advantageous to get their supplies for their trade from day to day. Hence save for the cold storage stuff, there is nothing piled up ahead.

It is anticipated that when the pinch comes the city will be in a straits.

Continued on Second Page.

TWO ROADS WARN 12,600 EMPLOYEES

Erie and Susquehanna Issue
Letter Cautioning Against
a Strike.

In a circular letter sent out last night to their 12,600 employees, the New York, Susquehanna and Western and the Erie Railroad companies caution against a strike and declare such action will at once mean a severance of friendly relations between the two companies and their men.

The letter was signed by F. B. Lincoln, general manager lines east; J. B. Dickson, general manager lines west, and H. O. Dunkle, general manager Chicago division. Both letters outline the following action which the companies purpose to take in case a strike is put into operation.

First—Employees who remain continuously in the service will be placed at the head of the respective service rosters in the order of their present relative position thereon, and will hereafter be considered the senior employees of the company.

Second—Employees who join in the strike do by such action leave the service of the company, and in so doing all rights and privileges as employees cease.

Third—Employees who leave the service may rejoin the same only at the option of the new superintendent, and then only as new employees; their position on the roster dating from the date they are permitted to resume duty. Before again entering the service they will be required to pass the physical examination prescribed for new employees, and will also be required to pass the examination on rules as prescribed for employees of the class of service which they enter.

"You are again urged to give the matter careful consideration," the letter continues. "Think how you stand in relation to your act involves. Are your present grievances so great as to justify you in jeopardizing all you have gained while in the service of the company?"

Robbed of \$14,000 in
Taxi, Buyer Says

Slugged as Car Sped Along
Broadway, Thrown Out. In-
jured, in Bronx.

A taxi cab robbery which involved blackjacking and dragging a passenger on crowded Broadway in midday, carrying him to a taxi stand, and leaving him there unconscious and minus \$14,000 and some valuable jewelry was reported to the police of the Fifth Avenue station this morning by Walter Van Beresford, a steel chemist on a purchasing trip from Mexico to Canada, who claimed to have been the victim of the attack.

When he recovered his senses, Van Beresford said the detectives, it was dark and he was in a lonely place. He crawled to a house whose lights he saw, and he was taken to the hospital.

Van Beresford, who speaks with a German accent, still wore two valuable diamond rings. The flesh of the fingers was lacerated where the thieves had tried to remove them, but he was not hurt.

His pockets were rifled and his watch and a diamond pin were gone. At the hospital he seemed in a half coma from drugs, which the physician believed were administered after he had been knocked out. He had lacerations of the head and face.

LIFT BREAKS LEGS OF NUN.

Mother Joseph Hart in Mount St. Vincent Hospital.

Mother Joseph, Superior of the Sisters of Charity in the archdiocese of New York, who was injured as the result of an elevator accident last Wednesday in which both her legs were broken. She narrowly missed being crushed to death.

As she was stepping on the small passenger elevator in the mother house of the Sisters of Charity at Mount St. Vincent on the Hudson, the car, which was in charge of one of the sisters, started prematurely and the Mother Superior was thrown to the floor. Before the elevator could be stopped her legs were caught between the floor and the ceiling. The tibia and fibula in both legs were broken. One bone protruded through the flesh.

A private ambulance conveyed Mother Joseph to St. Vincent's Hospital, where she was attended by Dr. S. J. Walsh.

PUT ON YOUR WRIST WATCH.

Popular for Year at Least, Retail Jewellers Assert.

MINNEAPOLIS, Aug. 29.—The wrist watch has been in vogue for years, but it was not until recently that it had become so popular for at least another year and ear a new and popular watch was introduced.

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Continued on Second Page.

CHICAGO LINES LAY FREIGHT EMBARGO

Handlers Go on Strike Just as
Roads Prepare to Avoid
Congestion.

CHICAGO, Aug. 29.—This city, the largest freight center in the world, to-night is confronted with the difficult task of arranging the transfer of thousands of tons of perishable freight to its destination ahead of September 2, the date declared by many railroads to-day for an embargo on such shipments, with the added handicap of a strike of freight handlers which threatens to become a general within twenty-four hours and prospects of a trainmen's strike to complete the tangle.

By vote of the International Brotherhood of Freight Handlers local unions to-night it was determined to call a general strike at noon to-morrow of all freight handlers in Chicago, numbering about 6,000, unless concessions demanded from the employers are granted before that hour.

Approximately 1,500 men already have quit work. The question at issue is not higher wages but right of the unions to collect dues from the members at their places of employment.

The embargo on perishable freight, which has today affected live stock principally, is especially heavy shipments of hogs, cattle and sheep to the markets of Kansas City, East St. Louis, Chicago and other cities are anticipated, before it becomes effective. The strike to-day were the scene of feverish activity in preparation for handling these consignments.

There are twenty-seven railway lines entering Chicago. Plans are being made to operate trains with non-union men, or non-strikers within the railway brotherhood's membership. The plan is to have them handle 25 per cent. of the regular traffic out of Chicago from the minute the strike is called, and hope to build this up to a normal service within three days.

In conjunction with the efforts of the railway officials, manufacturers of the city in an eleventh hour effort to avoid a strike. A conference was held by the Illinois Manufacturers' Association, at which the manufacturers agreed to suspend all shipments of goods from many other States. Resolutions were introduced urging President Wilson to introduce under President Wilson to suspend all shipments of goods from many other States. Resolutions were introduced urging President Wilson to introduce under President Wilson to suspend all shipments of goods from many other States.

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